

LOOK!
AUGUST VICTOR
RECORDS
HAVE ARRIVED AT
MOUTRIE'S.

The China Mail.

COPY
FOLLOW
THE
ARROW
STOP
AT
ULLMANN'S.

September 14 1921 Temperature 73

ESTABLISHED 1845

Barometer 29.57

Rainfall 0.00 inch.

Humidity 74.

September 14, 1920, Temperature 77.

No. 18,363. 三拜禮 號四十九月九年一十二百九千一英 HONGKONG, WEDNESDAY, SEPTEMBER 14, 1921. 日三十月八年十國民華中 PRICE \$3.00 Per Month.

BUSINESS NOTICES

ARRIVED



VICTOR RECORDS FOR AUGUST.

SOLE DISTRIBUTORS:
S. MOUTRIE & Co., Ltd.,
CHATER ROAD.

DRAGON MOTOR CAR CO., LTD.

(THE EUROPEAN GARAGE)

Open and Closed
CARS FOR HIRE
TEL. 482. 3552 in Hongkong and Kowloon. TEL. 482. 3552



THE PORTABLE ELECTRIC VACUUM CLEANER "NILFISK"

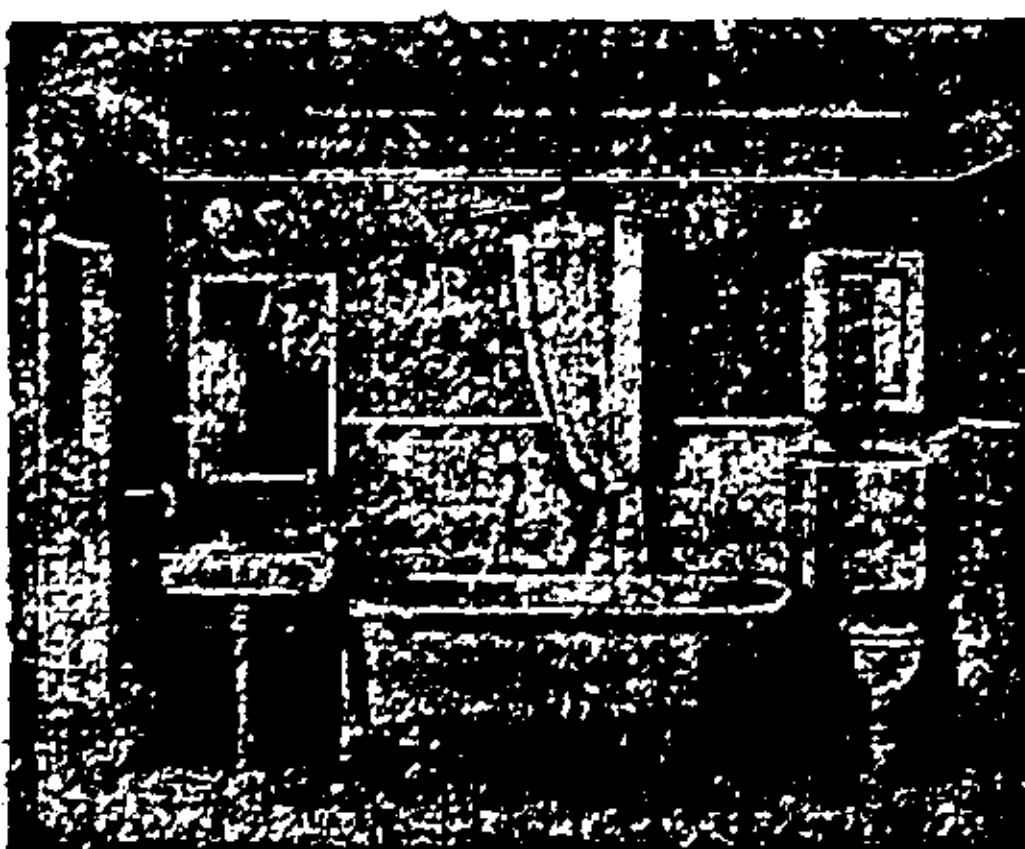
SUITABLE FOR ALL PURPOSES.
STOCKS CARRIED, INSPECTION INVITED.

SOLE AGENTS:
THE DANISH CHINESE COMMERCIAL CO., LTD.
1A, CHATER ROAD.

ESTABLISHED 1900.
TELEPHONE 2343.

NEW SEASON'S GOODS

DISS BROS.
Tailors
ALEXANDRA BUILDINGS



Here illustrated is
A MODERN
BATHROOM.
Fitted up by—
C. E. WARREN
& CO., LTD.
Hongkong, Canton
& Macao.
Which includes an
"EMPIRE" FLUSH
CLOSET
with low down-Porcelain
Tank "Safe and Sure"
Action.
Expansive tiled,
Estimates given for all
Sanitary Work.

DONNELLY & WHYTE.

WINE MERCHANTS.

Tel. 634.

Tel. 634.

BEAUTIFUL ASSORTMENT OF

GALLE

JUST RECEIVED

J. ULLMANN & CO.
HONGKONG

TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

LEAGUE OF NATIONS EXPENSES

BRITISH IMPERIAL REPRESENTATIVES PREACH ECONOMY.

MR. WELLINGTON KOO REPLIES TO CRITICISM.

GENEVA, September 13.

Britain's imperial representatives were active in preaching economy during the discussions of the Assembly on work of the League.

Sir William Meyer, leader of the Indian delegation, insisted on a reduction in the budget for the secretariat.

Sir James Allen (New Zealand) went further, demanding a reduction in the League staff. He also complained of nepotism, declaring that one high official had half a dozen cousins and relations working for him.

Captain Bruce (Australia) while declaring Australia's enthusiasm and faith in the League, urged a reduction in the League's expenditure.

Mr. Doherty (Canada) thought that the League was scattering its efforts on too many subjects and should concentrate on the most important and thus save expenditure. He said that already overburdened communities deprecated converting the League into a sort of charitable institution.

Mr. Wellington Koo, replying to the debate, refuted the criticisms of the Secretariat, declaring that the organisation was still in its infancy and open to improvement. He defended the permanent committee on armaments which was doing good work.

KINGS HOPE FOR PEACE

PROMISE OF A NEW ERA IN IRELAND.

LONDON, September 13.

Replying to a loyal address from the Convocation of York, the King says that a stable peace is the goal towards which we must unceasingly labour. He is confident that his ministers at Home and from the Dominions overseas will keep it unwaveringly before them. It is a cause for deep sacred relief for which we owe thanks to God that in answer to my appeal a new sign of hope has arisen in Ireland. I pray that the promise of a new era now held out may be realised and that my Irish people may be united one to another in peace and goodwill. The King concludes that supreme and vital task of rebuilding British commerce and prosperity needs the goodwill and active co-operation of every citizen. Goodwill amongst citizens is the sure foundation of international peace.

TREATY WITH AFGHANISTAN

BRITISH NEGOTIATIONS NOT BROKEN.

LONDON, September 13.

Reuter learns that latest reports received in London regarding the Anglo-Afghan negotiations at Kabul are favourable. Conversations have not been broken and there is no prospect of a rupture. It was fully realised when the conversations opened that it would be a long and sometimes disheartening business. The course of the negotiations, always uncertain, varying from brightest to blackest at short notice, has been affected particularly by outside events like the Turco-Greek war, while Turkish and Bolshevik propaganda is rife. The framing of a treaty must be the work not of weeks but of months.

ERZBERGER'S MURDERERS KNOWN.

BADEN POLICE ALLEGED TO BE HINDERING SEARCH.

BERLIN, September 13.

Messages from Munich state that the Baden authorities have ascertained that the murderers of Herr Erzberger were a student named Tillesen and a merchant named Schulz who were recently living in Munich. They were members of the Ehrhard brigade which prominently participated in Kapp's insurrection. The accused have not yet been arrested; owing to the Vorwaerts' alleges, to the Baden police hindering the search for the murderers. According to the Berlin Tagblatt many persons recently arrested in Berlin confessed that they had been communicating with the murderers.

PRESIDENT'S HOLIDAY.

ORATION AT NEW YORK THEATRE.

NEW YORK, September 13.

President Harding is spending a brief holiday in New York. He received an oration at the theatre last night. He goes golfing to-day and spends the night aboard the presidential yacht.

BRITISH FINANCES.

RECEIPTS £141,000 AND EXPENDITURE £7,000,000 LESS.

LONDON, September 13.

The Exchequer returns for the period April 1 to September 10 are as follows:—Receipts £400,000,000 and expenditure £449,000,000 compared with £541,000,000 and £456,000,000 respectively for the corresponding period last year.

INTERNATIONAL JUSTICE.

ONLY ONE CANADIAN CANDIDATE FOR PERMANENT COURT.

GENEVA, September 13.

Mr. Charles Doherty, Minister of Justice, Canada, has declined nomination for the permanent court of international justice, leaving Sir Robert Borden the only Canadian candidate.

FINCH BOXING.

CHALLENGER FOR FLYWEIGHT CHAMPIONSHIP DEFEATED.

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.

PUBLIC AUCTIONS.

THE Underigned have received instructions to sell by Public Auction,
(For Account of the Concerned)

FRIDAY,

September 16, 1921, commencing at 2.30 p.m., at their Sales Rooms,
No. 5, Des Voeux Road, Corner
of Ice House Street.

Chinese Porcelains, Curios.

Lacquered Ware, &c., &c.

Including a variety of Coloured and 3-coloured Vases, Wall Plates, Table Screens, Blue and White Vases and Incense burners, Old Bronze and Brass Figures and Vases, Rakemonos, Lacquered Cabinets, Chairs, Ivory, Jade, Agate and Crystal Ornaments, Mandarin Beads, &c., &c.

The above stock recently arrived from the North and includes pieces from the Ming, Kung, Kienlung and Towing Periods.

The bulk of which will be sold with-out reserve.

(Full Particulars from Catalogue).

On view from the 14th and morning of sale.

Terms:—Cash on delivery.

HUGHES & HOUGH.

Auctioneers.

Hongkong, September 9, 1921.

INTIMATIONS.

OIL PLANTS & LIGHTER
FOR SALE.

TENDERS are invited for the purchase of 4 V. D. ANDERSON MOTOR DRIVEN EXPELLER OIL PLANTS and other accessories complete also one wooden lighter "W. LEE" equipped with oil tanks, carrying capacity about 125 tons more or less.

Tenders must be sent in sealed envelopes marked on the outside "Tender for Oil Plant" or "Wooden Lighter" as the case may be and must be addressed to the undersigned before the 14th day of September 1921. The Special Manager does not bind himself to accept the highest or the lowest tender.

The undersigned does not warrant or guarantee the above description in any way, but inspection and details concerning the Oil Plant & Lighters will be given to bona fide purchasers on application at the undermentioned address:—

E. A. M. WILLIAMS,
Special Manager.

BARON INDUSTRIELLE DE CHINE,
5, Chater Road.

Hongkong, September 7, 1921.

HONGKONG CLUB.

NOTICE.

THE FIRST YEARLY DRAWING of TWENTY DEBENTURES of the Hongkong Club, (1920 issue, \$500 each), was held in the Club House on THURSDAY, the 8th September, 1921, when the following Debentures were drawn for Redemption:—

28	100	412	603
48	139	487	635
63	172	495	742
79	295	552	805
80	354	601	820

and will be payable at the Hongkong & Shanghai Banking Corporation on FRIDAY, the 30th September, 1921, in exchange for surrender of same.

By Order,

A. H. ABBAS,
Secretary.

Hongkong, September 8, 1921.

NOTICE.

NOTICE IS HEREBY GIVEN that the HONGKONG DOLLAR DIRECTORY has been acquired, as from July 7th, 1921, by the undersigned with all rights and titles, and will hereafter be published by them. No claims against the Hongkong Dollar Directory incurred prior to this date will be admitted by the undersigned.

THE NEWSPAPER ENTERPRISE LTD.

5, Wyndham Street.
Hongkong, July 7, 1921.

EAGLE BRAND

SILK SOCKS AND STOCKINGS



(Registered Trade Mark)
LAI CHUNG KNITTING FACTORY,
2, Kai Yin Fong, Hongkong.
Tel. 504.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS,
\$1. PREPAID.
Every additional word 4 Cents
for 3 insertions.

FOR SALE.

FOR SALE.—ONE or TWO LOTS of LAND, in Jordan Road, Kowloon, about seven minutes by Risha from Ferry. For plan & further particulars apply Box 1288, c/o "China Mail."

TO LET.

TO LET.—GODOWN at Yau-mati. For particulars apply to THE HONGKONG LAND EXPLANATION CO., Ltd.

INTIMATIONS.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.—) per share for account 1921 will be payable on MONDAY, the 19th September, 1921. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 10th September, 1921, to MONDAY, the 19th September, 1921, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, September 3, 1921.

HONGKONG HOTEL COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that with reference to the Special Resolution passed and confirmed at EXTRAORDINARY GENERAL MEETINGS of the above Company held on the 13th and 15th days of August 1921, regarding the division of the above Company's share capital from shares of the denomination of \$50 each into shares of the denomination of \$10 each, in order to enable such Special Resolutions to be carried into effect, it is necessary that shareholders should forthwith forward to the undersigned the Share Certificates in respect of their respective holdings of shares in the Company in exchange whereof the undersigned will, upon receipt of such Share Certificates, forward to the respective holders thereof written acknowledgments of the receipt thereof.

When the new Certificates in respect of the division of the shares into shares of the denomination of \$10 each as aforesaid are ready, Notice thereof will be given to shareholders and such new Certificates will be obtainable by shareholders upon application to the undersigned at the Company's Registered Office in the Hongkong Hotel, Pedder Street, Victoria Hongkong, in exchange for the above mentioned acknowledgments.

Dated this Seventh day of September, 1921.

FOR THE HONGKONG HOTEL COMPANY, LIMITED.

H. N. BEAUREPAIRE,
Secretary.

Hongkong, September 7, 1921.

HONGKONG HOTEL GARAGE.

RUSSELL STREET, PEDDER STREET.

REPULSE BAY.

WE invite you to inspect our Show Room in Pedder Street wherein we carry a full line of automotive supplies.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, 20, Des Voeux Road on FRIDAY, September the 30th instant at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 30th of September both days inclusive.

DOUGLAS L. PRAIRIE & Co.

General Managers.

Hongkong, September 9, 1921.

SAFE, Sure and Guaranteed cure for Leprosy, Leucoderma, Patches, Eczema, Eruptions, etc. in four weeks. Patients willing to be treated by Post, are requested to write \$3.50 per week. Full particulars Free under cover. "SRI" WORKS, Beadon Square, Calcutta (C.M.) India.

FOR SALE.

New and Used.

HARDLEY DAVIDSONS.

INDIANS.

HENDERSONS.

WOLFE.

and SMITH.

MOTOR CYCLES.

BREVES & CO.,

106-114, Yoo-Sang Street,
Kowloon.

CHANGING CHINA.

BUILDING GOOD ROADS.

INFLUX OF MOTOR CARS.

Until the coming of the motorcar there was not a single decent road in the whole of China, always excepting the trifling mileage in the Treaty Ports, which, of course, was due to the activity of the foreigner, says the Times Peking correspondent. But the foreigner, first with his carriages and carts, and now with his motors, has opened the eyes of the Chinese, and roads are appearing everywhere, with cars and lorries to match. The institution of railways is a slow process, because the expense involves foreign capital or Government initiative, but, given a road, it is open to any individual to buy a car or a lorry and to run it for pleasure or for profit. The Chinese are doing both at an astonishing rate, and making the foreigner blink at the vista opening up for the sale of motor vehicles.

Ten years ago there were no motorcars in Peking, but municipal improvements had begun, and there may have been 20 miles of well-laid streets within the city, although there were none outside. To-day there must be at least 120 miles of streets in the city where motors can go comfortably, and outside nearly 100 miles of made roads regularly used for motor traffic. The registered cars in Peking are now in the 11th hundred, and the total, including Government vehicles of various categories, is believed to reach 1,500.

In Shansi a good governor is employing his provincial troops in the construction of a road 500 miles long which will run from one end of the province to the other. The American Red Cross, as a famine relief measure, is making a 50-mile branch of this road to Fengchow, and another to Liao-chow. Between Kweichow on the Lunghai Railway and the town of Pochow (Anhui) a local association has opened a road upon which improvised motor omnibuses ply regularly.

In the province of the important cities of Shanghai and Nanking a road improvement association has been formed and many useful schemes are under discussion. Several cities in this province, Kuangsu, can already boast motor services by roads connecting up with rail or river communication. Canton is undergoing a regular transformation by which the narrow streets that have served the city since prehistoric times are being swept away and superseded by broad thoroughfares worthy of the wealth and importance of so great a centre of life and industry.

In 1919 China imported motorcars, lorries, and cycles to the value of over \$6,000,000 (£750,000), and the indications are that the total for last year will be higher still. Most of the cars come from America, obviously for the reason that the American cars are cheaper and are quite good enough for the purpose. In North China the American car is especially conspicuous, and probably represents something like 95 per cent. of the total. Out of 1,320 cars imported into Shanghai in 1920, 987 came from the United States, 188 from Canada, 111 from Great Britain, 19 from France, and two from Italy. For the first two months of this year the American importations were 159 and the British 44, which indicates a marked improvement in the demand for the British article. Nevertheless, the Americans dominate this market, and there is little hope for the British cars until prices are equalised; which can hardly happen until we also undertake mass production.

INTIMATIONS.

NIGHT SWIMMING FETE

at the

VICTORIA RECREATION CLUB

on

FRIDAY, the 16th commencing at 9 o'clock sharp.

Inter-Port Trials, Open Events, and Service Races, see Posters.

Club Band in attendance.

Admission—Members, Ladies, Sailors and Soldiers 50 cents

Non-Members \$1.00

Reserve Seats can be Booked at the Club at \$1.50 each.

Late Tram to Peak.

R. C. WITCHELL,

Hon. Secretary.

Hongkong, September 12, 1921.

KOWLOON CANTON RAILWAY.

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that the TIME-TABLE will be revised on and from FRIDAY, the 16th September, 1921. Copies may be had on application.

By Order,

J. P. WINSLOW,

Manager.

Kowloon, September 12, 1921.

ST. STEPHEN'S COLLEGE.

(Corner of Western St. & Bonham Rd.)

THE COLLEGE WILL RE-OPEN on

MONDAY, Sept. 19th. Examination of New Students will be held on

SATURDAY, Sept. 17th, at 9 a.m.

Hongkong, August 27, 1921.

-mild?

Sure, they're mild! But that doesn't say it all.

Because Chesterfields deliver a new kind of cigarette enjoyment.

They let you know you're smoking. They hit the "smoke-spot." In short, they satisfy.

Yet, they are mild!

It's the blend that "turns the trick." A blend of the finest Turkish and American tobaccos — and the blend can't be copied. That's why it's Chesterfields or nothing if you want this pleasure—plus.

Right now!

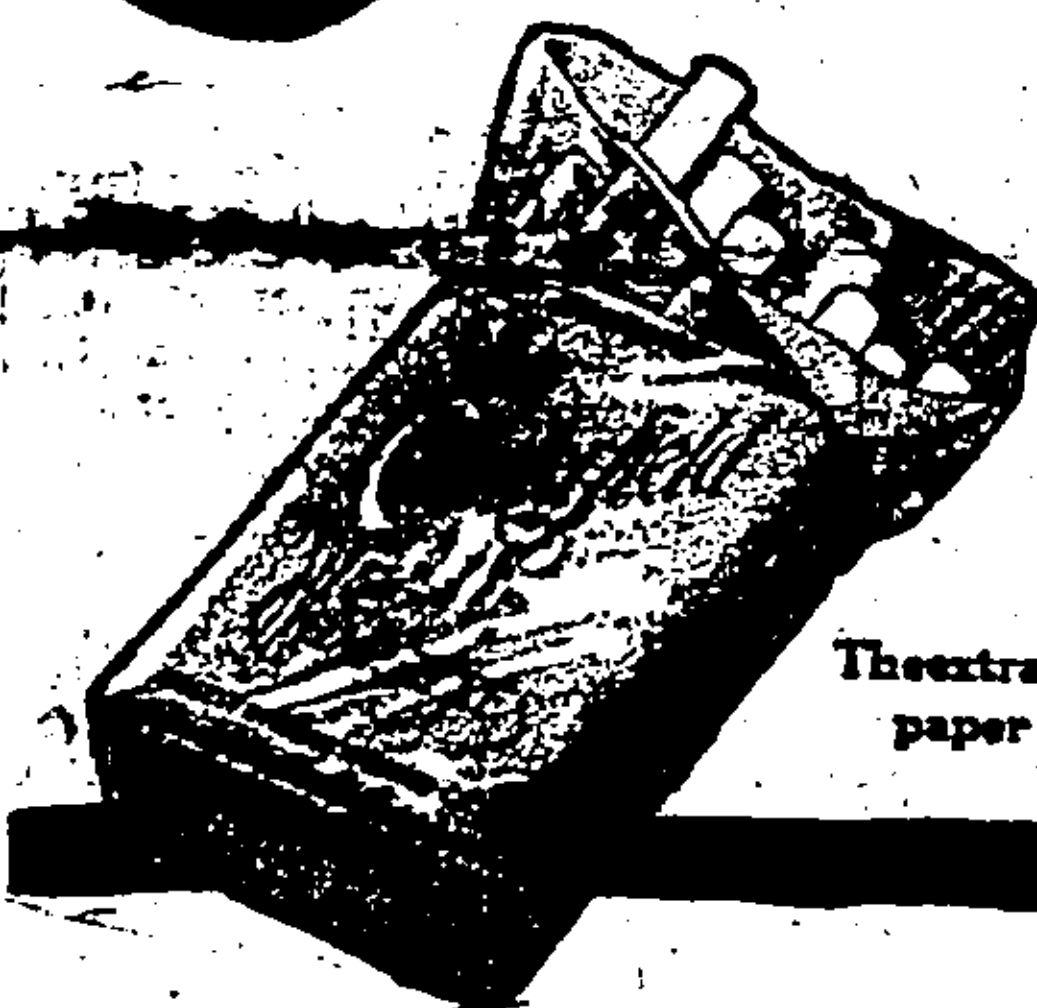
Lippincott & Co.

honest?
Mild? Sure!—and yet they "Satisfy"

Chesterfield

CIGARETTES

of TURKISH and AMERICAN
tobaccos—Blended



The extra wrapper of glassine
paper keeps them fresh

WHAT'S YOURS?

WHY

CASCADE

BEER

A FINE INVIGORATING DRINK.

BREWED IN THE EMPIRE.

Sole Distributors:

THE COLONIAL COMMERCIAL CO., LTD.

Post Office Buildings,

HONGKONG.

After illness and when
convalescent take

WATSON'S INVALID PORT.

a good light invalid wine.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE NO. 616.

Wm. **Powell** Ltd.
TELEPHONE 346

AN ENORMOUS SUCCESS

OWING TO THE GREAT SUCCESS OF OUR
"VIYELLA" SALE, WE HAVE DECIDED TO
CONTINUE FOR A FEW DAYS MORE, TO ENABLE
CUSTOMERS WHO HAVE NOT YET MADE THEIR
PURCHASES, A FURTHER OPPORTUNITY TO
BUY AT THE REDUCED PRICE.

"VIYELLA"

"AZA"

"CLYDELLA"

AND

ALL FLANNEL STOCK.

We Specialize in
Social and Business Stationery,
Loose Leaf Binders and Books,
Novelties for the Home and Office,
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING & CO.

60, Des Vaux Road, CENTRAL.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE

HONGKONG, WEDNESDAY, SEPT. 14, 1921.

QUIET ESSENTIAL

To think you must take time, avoid the busy-busy, lead a life more quiet. This is forgotten. This is why some journalists make such bad leaders. It isn't that they cannot think. It isn't that they do not try to think. It is that they think they can think on the run. Which no man can do, however brainy. Editors and newspaper writers who try to lead lives such as other men lead, playing Bridge and golf, etc., and expect to confine their work to office hours, must have the average mind, which is not as rich as it might be. Inspirations and clear visions and lucid thinking come only to those who allot time to it, retiring to some "wilderness" or "Retreat" for the leisurely quiet that induces receptivity and the habit of seeing to the bottom of things.

Some do far less reading than they ought. They admit it. They say they lack the time. Others (and this may surprise you) do far too much. Such never have an idea that is not derivative, ready-made, easy-come and easy-go. Some reading is necessary for information, for facts. After that comments and criticism may be read for stimuli, preferably reading that provokes the desire to doubt and to deny. Thereafter time should be set aside for the mental exercise of thinking, of pondering, of meditation. Men who would use their intellect to the utmost must be quiet to study, and study to be quiet. Concentration of attention is always hard; it is impossible where haste is, where excitement is, or in an atmosphere of passions, of prejudices, and of hate. What so many men dub

"recreation" is often as strenuous and wearing as the struggle for existence. It may be, and frequently is, fatal to mental growth. All our historic contributors of great thoughts went apart to get them. They sought solitude and quiet, avoiding distractions. The average newspaper office, in office hours, is beset with the most senseless distractions. It is not the place where the newspaper writer should be when he is writing. This may perhaps explain some of the otherwise inexplicable phenomena of journalism.

"IN ENGLAND NOW"

We had an article with this heading on Aug. 19th, in which we reviewed a long letter from a Malay colonist who had gone home and was telling what he saw of conditions there. Our comments have been noticed by the author of the letter, who has written to us. We are unable to determine whether or not he intends this letter for publication, so we refer to it in this way, giving the effect of it without revealing the name. It is a very amiable letter, considering the nature of our comments. He even admits that we were "not at all wide of the mark" when we visualized him as red faced and a little impatient. He also realizes that the exile's mind tends to idealize the country left and its conditions, so that some disappointment is inevitable on returning after long absence. He says: "I loved the England of my youth, and of course I found nothing the same after 14 years absence. I left almost immediately for the East again, preferring to spend the rest of my life in warmer climes, and hoping to find a better life." Then comes a bit that may be useful to the public, as showing that you never can trust the newspapers, even the respectable and possibly honest ones. One remark we commented on as betraying class prejudice. He is glad we noticed

that bit. It was not his, not in the original manuscript as he sent it; it was a bit of editorial embroidery. You see! It is impossible to put reliance on anything you find in print nowadays. This man seems to be a real good sort, and we were holding him up as a Tory. He does not look down on our artisans, nor even on our poet. He is quite human and lovable here, although he does refer to Belfort Bax as Belfort Bex. He says: "I used thoroughly to enjoy poaching when I lived in England, and I do not agree that any landlord has a right to 'preserve' wild game." In conclusion he shares our hope that such articles will reconcile readers to residence, permanent residence, in Hongkong and the Straits, where they are much better off than they can hope to be in England.

POINTS ON WAR.

Pacifists are commonly called cranks, impractical dreamers. This is funny. It is the pro-war people who are impractical. Facts demonstrated teach them nothing.

Is war profitable to a nation? The last big one wasn't. We cannot collect our costs from Germany without crippling our own industries.

Does war improve character, bring out virtues, as its apologists claim? Records of "pillage" since the war do not show this. The moral character is reputedly lowered since 1914.

Does war bring the people together, as in the pretty stories of social leveling told in wartime? Never was class hatred more bitter than now.

The pomp of war? Gone long ago. Gas and stinks and generally horrid now.

Does war prove anything? Never. It is wasteful, ineffective, and unnecessary, a game that is not worth its costly candle.

Become a persistent "booster" for the League of Nations, and demand that your own statesmen be compelled to give it a chance.

LOCAL AND GENERAL.

Mr. R. E. Bellis is to-day at Yokohama, on his way back to Hongkong.

One case of diphtheria and one fatal case of cerebro spinal fever, both Chinese, were reported yesterday.

Round, flat, and square steel bars will be sold by Messrs. Lamport Bros. at public auction sale to-morrow morning.

The China Mail s.s. "Nanking" will sail for San Francisco via Shanghai, Yokohama and Honolulu on Sunday, September 18 at noon.

It is understood that the F.M.S. Government has appointed a committee to consider, report on, and draft a Hindoo Marriage Registration Enactment.

Bangkok papers deny the report that a contract for a railway bridge over the Menam Chao Phya has gone to an American firm, the truth being the terms for tender are under revision.

News has been received of the death at sea on September 5, two days after leaving Singapore, of Mr. McIntyre, engineer of the "St. Borneo". The body was buried at sea. The deceased, who was about 70 years of age, was one of the oldest members of the Engineers' Guild.

A coal collier was at work on board the s.s. "Lake Faulk", yesterday afternoon loading coal into the bunker, when he missed his footing and fell into the No. 3 hatch, receiving injuries on his head and body which necessitated his removal to the Government Civil Hospital for treatment.

The Singapore Land Office netted \$1,764 350 as premium on special land sales in 1920. But quit rents showed a satisfactory increase. Among the sales of land were 20,000 sq. ft. to the Telegraph Co. for \$574,500; and in June 25,920 sq. ft. were sold for \$1,058,000. The upset price in August was \$30 per sq. ft.

The front part of No. 47, Elgin Street, an old house which is being demolished, collapsed suddenly without warning at 5.10 p.m. yesterday. Several contractor's coolies were at work in the building at the time, but fortunately they were in the back part and escaped injury. Work was immediately suspended and shoring put in.

For snatching a small gold ornament from a 10-year-old Chinese girl who hung on to him until the arrival of the police, a Chinese youth was this morning sentenced by Magistrate Lindell to 20 months' hard labour, 12 strokes at the birch and 4 years' stocks. In passing sentence the Magistrate remarked that women and children must be protected from pests like the defendant.

SPECIAL CABLE.

SHANGHAI BANKRUPTCY.

JUDGE ON FRAUDULENT ASSIGNMENT.

(China Mail Special.)

SHANGHAI, Sept. 14. In the British Supreme Court yesterday Judge Grain delivered judgment with reference to the Cecil Humphreys bankruptcy, and *inter alia* said that there could be no doubt that the bankrupt at the time of making the assignment was insolvent and the assignment in itself was an act of bankruptcy and fraudulent in the sense that it did defeat and delay payment to creditors of his private business. Under the bankruptcy Act of 1914 it was void and invalid against the Official Receiver.

LOCAL AND GENERAL.

More than 200 buildings have been destroyed by the flood in Sun Wui district as a result of the recent heavy rains. Many rice fields near by are under water and it is feared that the production of rice this year will be greatly decreased.

Arrested in Connaught Road West yesterday afternoon for the unlawful possession of 1,280 dutiable cigarettes which were found concealed in the false top and bottom of a basket which he was carrying, a Chinese was this morning fined \$50 by Magistrate Lindell who described him as a "regular smuggler."

The Ceylon Government has refused to alter the hours at which liquor may be sold at night. At present the sale of liquor in the hotels of the hotels and to bona fide travellers by which is meant passengers from ships in the harbour and travellers who come to Colombo from distant stations in the island—but sales to non residents and others cannot be made after 10 p.m.

The revenue collected by the Ceylon Customs during the portion of the present financial year from October 1, 1920, to the end of July, 1921, is Rs. 22,261,309, as compared with Rs. 21,554,053 for the corresponding period in 1920. 1920 was a record year for the Customs, but 1921 bids fair to exceed it, as the revenue collected during the ten months of the present financial year exceeds that collected during the corresponding period of 1920 by over Rs. 700,000.

The following decorations have been conferred by the President of the Chinese Republic upon British naval officers in recognition of their services during the war, and the King has given unrestricted permission to the officers concerned to wear them—Order of the Striped Tiger:—First Class, Adml. Sir A. L. Duff; Third Class, Capt. R. G. H. Henderson; Fourth Class, Com. N. A. Woodhouse and Paymr. Com. H. Miller; Fifth Class, Lieut. C. J. M. Lang and R. R. Stewart.

The West Coast in general, and the State Bank in particular, says the *British North Borneo Herald*, has suffered a severe loss in the death of Captain W. H. Mann, who succumbed to heart disease and acute pneumonia on August 20 in the Civil Hospital at Jesselton. The deceased served throughout the War in the Middlesex Regiment and retired with the rank of captain. He returned to his profession of banking and, at the end of 1920, gave up his career in London to join the newly formed State Bank of North Borneo and on arrival was appointed to the management of the Jesselton branch.

As a demonstration of their appreciation of the Kowloon Canton Railway Company's action in making a stopping place at Ho Mun Tin handy to their district, the residents of the Garden City have organised a moonlight band concert for tonight at 9.15 o'clock. By kind permission of Lieut. Colonel J. R. Wyndham and Officers, the Band of the 2nd Battalion Wiltshire Regiment, will perform a number of selections. Special trains will run from Kowloon Station at 8.30 p.m. and 9 p.m. and return at 12 p.m. For the convenience of passengers the train will stop at Hung Hom Station.

Siam having made the enthusiastic mistake of abolishing a national pastime, namely gambling, is now busily repairing the error by the promotion of sweeps on any and every sporting event. Thus the recent furore of enthusiasm for boxing, a sport in which the Siamese were never noted and are not physically built for, is being promoted it is widely believed merely to give opportunities for holding sweeps, whilst a mixed "display of borsemanship" show ending with a tug-of-war between soldiers and elephants. Entrance is 25 satang and there will be the usual lotteries.

RHEUMATISM.

HAVE you ever had (hamberlain's) P. P. P. in pain for rheumatism? If you are waiting time, as the hammer this does so runs on the harder it is to cure. Get a bottle to-day apply it with a vigorous massage to the affected parts and you will be surprised and delighted at the relief for a time. For sale by all Chemists and Storekeepers.

SANITARY BOARD.

YESTERDAY'S MEETING.

NOTIFICATION OF INFECTIOUS DISEASE.

A meeting of the Hongkong Sanitary Board was held in the Boardroom, Post Office Building, yesterday evening.

Mr. G. R. Sayer presided, and there were present the Hon. Mr. T. L. Perkins (D. P. W.), Dr. W. W. Pearce (M. O. H.), Dr. W. V. M. Koch, Dr. F. M. G. Ozorio, Mr. C. G. Alabaster, Mr. Chou Shou sen, Mr. S. W. Tso, and Mr. C. M. W. Reynolds (Secretary).

The Chairman brought forward a question with reference to procedure in removals to isolation hospitals of infectious cases. He said the by-laws as to notification and removal were not very clear, but, for all practical purposes, it would be enough if the medical profession were notified and asked to help the Medical Officer of Health by endorsing an infectious diseases notification to the effect that the patient could safely be treated at home, if such were the case. Would some member move that an official letter be sent by the Board to medical practitioners asking them to help in that way?

Dr. Koch suggested that inconvenience would be avoided if a statement to the desired effect were printed on the notification form, so that the medical practitioner could sign it, if it applied.

The Chairman said that to do that it would be necessary to amend the by-laws, making omission an offence, and the object of his suggestion was to avoid that.

Dr. Ozorio believed that the medical practitioners of Hongkong were doing what was required in this matter.

The Medical Officer of Health said that some invariably informed him, but some forgot to do so. The omission involved delay, because he had to visit and find out if the patient was too ill to be removed or not. Perhaps the patient said his medical adviser had approved his remaining at home. In that case, the statement had to be verified by reference to the practitioner concerned, and that meant further delay.

Mr. Alabaster: Some of it could be avoided by the use of a telephone. Dr. Pearce: Medical men, naturally, are away from their offices as often as they are in.

It was agreed, on the proposition of the Chairman, seconded by Mr. S. W. Tso, to send a letter to the medical practitioners of the Colony in the sense indicated.

WORLD THEATRE.

A CLEVER ENTERTAINMENT.

A remarkably fine six-reel film entitled "Fools' Gold" and a vaudeville performance of undoubted merit by the Gibson Family Entertainers were features that stamped last night's programme at the World Theatre as one of the best of the many capital entertainments the management has provided. "Fools' Gold" is a superb film from the studios of the Arrow Film Corporation and the manner of staging constitutes a notable artistic achievement. With their sparkling little "oceanic absurdity," "Fun on a Battleship" the Gibsons scored well with the audience and soon established themselves as warm favourites. Billed as "The Venus of Vaudeville," Tricbe delighted everyone with her amazingly clever performance and "Buttons," the boy acrobat, came in for a good share of the generous applause. Gapsone and Doreen proved a popular comedy duo. The Gibsons are to be here for two more nights and seats for those performances should be booked at once at Mehta and Co.'s in the Hongkong Hotel Building.

REJECTING PUNCH'S ADVICE.

The following forthcoming marriages are announced—Mr. W. E. Wakeham, sworn measurer, Homeward Freight Conference, No. 40, Connaught Road Central, to Miss Marie Denard, en route from Liverpool.

Lieut. E. C. Smith, Indian Army, No. 59, Humphrey's Building, Kowloon, to Miss Lillian Cumming Dunbar, en route from England.

Mr. F. J. De Luz, assistant Union Trading Co., to Miss Dolores Marie d'Almada Remedios, of Peace Villa, Humontin.

Mr. F. M. Pereira, No. 3, Rednaxa Terrace, to Miss Juliana Marie de B. Maher, of Monque Street.

Mr. E. R. Newbain, Inspector, Naval Yard, of "Honeyville," Wan-chai, Road, to Miss Mabel Annie Hill, No. 7, Leighton Hill Road.

Mr. D. Burlingham, Assistant Superintendent of Police, to Miss Janet Ogilvie Besant, of Government House.

Mr. C. Stigler, Accountant, Netherlandsche Indische Handelsbank, Shanghai, to Miss Annie Marie van der Stadi, en route from Java.

Mr. A. E. Gutierrez, No. 5, Pimjab Building, Kowloon, to Miss Beatrice Marie Luisa Nogueira, Menden, of No. 9, Pimjab Building.

SPORT.

WATER POLO.

YESTERDAY'S PLAY.

At the V.R.C. yesterday evening, only one match was played in connection with the Hongkong Water Polo League, when the home team defeated the Wilts by 5 goals to 1. Boschhaert made his reappearance in the Club's forward line, but he was well marked, and managed to score only once throughout the game. Of the other four goals, Hall and Watson were responsible for two each. The Wilts, who are improving with every match, gave a good account of themselves and attacked regularly. Their shooting was faulty, however, and they missed many good chances.

The "Tamar" did not turn out for their match against the United. The latter were given a walk over and awarded the two points at stake.

TO-DAY'S MATCH.

This evening the Lusitano will meet the R.G.A. at 5.30 p.m. in their league match, postponed from Monday.

LEAGUE TABLE.

(Up to Sept. 13)

	P.	W.	D.	L.	F.	A.	P.
V.R.C.	8	8	0	0	80	4	16
United	8	7	0	1	42	8	14
Lusitano	7	5	0	2	33	16	10
R.G.A.	7	4	0	3	46	24	8
Wilts	7	1	0	6	11	32	2
"Tamar"	7	1	0	6	7	61	2
"Foxglove"	8	0	0	8	4	77	0

SWIMMING.

INTERPORT TRIALS.

In the V.R.C. Bath yesterday evening, the second series of interport trials was held when candidates for the 440 yards, high dive, spring board dive and long plunge were tried out.

Johnstone, Jack and Laing competed in the 440 yards race. They swam strongly together for eight lengths, and then Johnstone and Laing went a little in front of Jack, and kept their lead until the 12th length, when Johnstone, led Laing. The order in the 14th length was Johnstone, Laing and Jack, the latter some distance behind the others. Jack put up a good spurt in the next length and passed Laing, who gave up in the middle of the 16th length. Hall paced Johnstone in the 17th length, and the latter finished strongly in 6mins. 7secs. Jack finished the course seven seconds behind Johnstone. Seeing that Johnstone was never hard pressed throughout the 17 lengths and 45 feet, of the race, his time was considered good. No doubt is entertained that on his present form, Johnstone will be able to pull down a few seconds from his last year's racing time of 5mins 49 2/5 secs.

The following competed in the high dive from the lower platform: Hyde, Hall, E. Railton, Jack and T. L. Knight. Faults in entry and recovery were still apparent, but the candidates have improved considerably since the last trial, and no doubt, with a little more practice their forms will improve considerably. Most of the men made the ugly mistake of coming out of the water facing the diving stage. This will have to be remedied if they hope for a place in the team. Another point that the candidates must bear in mind is that the manner one comes out of the water counts a lot in recovery, and the hands must come to the surface before the head.

The following took part in the spring board dive:—Hyde, E. Railton, T. L. Knight, Jack and Hall. Hall had the advantage of weight and gave a creditable performance. The others, especially the lighter men, lacked spring and broke the water with big splashes. Recovery in several cases was also very faulty. Places were awarded as follows: Hall 1; Knight 2; Hyde 3.

The long plunge attracted five entrants, namely, Garrod, Duncan, Hyde, Railton and Knight. Garrod and Duncan covered the longest distance, but both had faults. Garrod humped his back, keeping his head too much under water and not in line with his body. He had good staying power, and but for this fault would have done better. His entry too, was a little faulty. It lacked "kick" and his plunge was more like a race dive. Duncan was inclined to dive too deep, and once he got to the surface, inclined to the left. The bringing of his head into play as a rudder would remedy this fault.

A fast and closely contested Water Polo match was played between the following teams:—

Blues—Marcel, C. Logan, Newcombe, E. Railton, E. de Souza, May and Duncan.

Whites—Gerrard, Leonard, McDade, Monteiro, Lewis, Garrod and Bremer.

The teams were well matched and the result of the game was in doubt up to the final whistle. The Blues assumed the offensive at the opening whistle and pressed hard. Logan missed a good chance and then the ball was cleared. They pressed again, and Souza scored twice in quick succession. The Whites had a look in after this and reduced the lead by one goal. The Blues scored their third soon afterwards. A dull spell followed in which the ball was kept in the middle of the bath, the players giving more attention to

BROKEN CONTRACTS.

SUPREME COURT ACTIONS.

ENGINEER'S SHARE DEALINGS.

H. C. Best, engineer, of Conduit Road, was the defendant in an undeclared action brought in the Supreme Court this morning to recover \$21,844 on a dishonoured cheque. The plaintiff was Samuel Greenfield, of Queen's Road, for whom Mr. F. C. Jenkin (instructed by Mr. Leo Longinotti) appeared.

Mr. Jenkin related to the Acting Chief Justice (Mr. H. H. J. Gompertz) that Best gave the cheque to the plaintiff in connection with a deal in Hongkong Dock shares. On June 1, Best requested Greenfield to purchase for him 500 Docks for June or July settlement. The subject of the action was 100 Docks bought on June 1 for settlement on June 28. On June 26 the plaintiff told Best he had got 100 shares and would like to see the money for them. Best promised to have a cheque ready the next day and Greenfield replied that he would prefer to have the transaction concluded on settlement day. At about 10 a.m. on June 28, Greenfield handed Best the scrip for the 100 shares in return for a cheque on the Hongkong and Shanghai Bank. Best said there were not sufficient funds in the bank to meet the cheque then but that his account would be in funds after one o'clock. The cheque was duly presented some time during the afternoon but was dishonoured.

In the witness box the plaintiff said he had not seen Best since about midday on June 28, when defendant passed along Queen's Road in a ricksha.

Best was then, it appeared subsequently, on his way to join a vessel that was leaving the Colony that day. He had since received letters written by the defendant from Shanghai. These contained an explanation from Best that he had expected a sum of \$24,000 to be paid into his banking account on June 28 and that his absence from the Colony was due to the necessity of attending to a coal transaction.

Judgment was given for the plaintiff with costs.

A RICE DEAL.

Mr. C. G. Alabaster, (instructed by D'Almada and Mason) appeared to support a claim by the Yee Wo Tai firm against the Mi Yuen Lung firm for the recovery of \$94,564.61 in respect of ten broken contracts for the purchase of rice.

Mr. Alabaster said the rice was tendered to the defendants on due date and they failed to take delivery. The plaintiffs therefore had to sell the rice by auction and they were claiming the loss on the sale, plus interest and godown and other charges.

After hearing evidence His Lordship gave judgment for the plaintiff with costs and leave to attach certain money now in *cu tidios legis*, with the consent of the Registrar.

SALE OF GUNNY BAGS.

Represented by Mr. Jenkin, the Transmarina Trading Company proceeded against the Kwong Chong firm and another for the payment of \$6,910 as damages for failure to take delivery of and pay for a quantity of gunny bags sold to them under a contract.

Mr. Jenkin explained that the amount claimed represented the loss to the plaintiffs on the resale of the goods, plus other charges provided for under the contract. Since the writ was issued on June 6 it had transpired that the defendant firm ceased to do business on May 6 and had assigned its business to somebody else.

Judgment was given for the plaintiffs with costs.

TRANSACTION IN TINPLATES.

Damages amounting to \$31,390.38 were claimed by Getz Bros. from Tang Luy & Co. and others for breach of four contracts for the sale of 1,400 cases of tinplates, 100 tons of old newspapers and 20 tons of glassine.

Appearing to support the claim Mr. Alabaster (instructed by Messrs. Wilkinson and Grier) said that the defendants had failed to take delivery of the tinplates and old newspapers were therefore sold by private treaty. The glassine had not been sold but was being set down at the market price.

His Lordship gave judgment for the plaintiffs with costs.

MARINE MISDOINGS.

A Chinese hawk was sentenced by the Marine Magistrate (Lieutenant Conway Hake R.N.R.) this morning to three months' imprisonment with hard labour for unlawfully going aboard the s.s. "Eumecus" without the master's permission. There had been three previous convictions recorded against him.

dacking than combination play. Theo. the Whites broke away and scored twice, making the score at half-time three-all. The second half was not so fast. The Blues scored twice to their opponents' one and came out winners by the odd goal in the end.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings: To Canton—Daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings: To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tsoo, Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON.

FOR NEW YORK AND BOSTON.
Via SUEZ.

S.S. "KENDAL CASTLE"Sailing on the 30th September.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS

FIORE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.

S.S. "PERIA"Sailing 2nd half of October.

FOR SHANGHAI.

S.S. "PERIA"Sailing on or about 10th October.

Passenger's Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SAILING FROM COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UNIONA"Sailing the beginning of Oct.
S.S. "UNVOLOS"Sailing on or about 3rd Sept.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ALTAI MARUWednesday, 6th Oct.

BUENOS AIRES—Río de Janeiro, Santos, Durban & Cape Town via Singapore.

S.S. "TILE MARU"Friday, 21st Oct.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

PERKING MARUWednesday, 14th Oct.

RASADO MARUWednesday, 14th Oct.

DELI & BANGKOK via SINGAPORE & SINGAPORE—Regular Monthly service.

EISHU MARUSaturday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan.

ALABAMA MARUTuesday, 20th Sept.

NEW YORK via PANAMA.

AMUR MARUWednesday, 14th Sept.

NEW ORLEANS via SUEZ.

CELEBS MARUTuesday, 20th Sept.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

BURMA MARUMonday, 3rd October.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.S. wharf near the Harbour Office.

AMAKUSA MARUSunday, 18th Sept.

TAKAO via SWATOW and AMOY.

SOSU MARUThursday, 22nd September.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"KNIGHT TEMPLAR"Via Suez Canal18th Sept.

"BURYMACUS"Via Suez Canal13th Oct.

"CITY OF ADELIADE"Via Suez Canal1st Nov.

"TYDEUS"Via Suez Canal13th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE SHANK LINE, LD., HONGKONG

HONGKONG & CANTON REIS & CO., CANTON.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done to the highest standard and is guaranteed. We have

over thirty years' experience. We have two shipyards and can accommodate any craft

of 200 tons or less.

Work Office: 64, Cross Street, Road Central, Hongkong. Telephone No. 429.

Agents: Messrs. Tsoo, Cox & Son, Hongkong. Telephone No. 2.

Kowloon: 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200.

SHIPPING

C. N. O.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

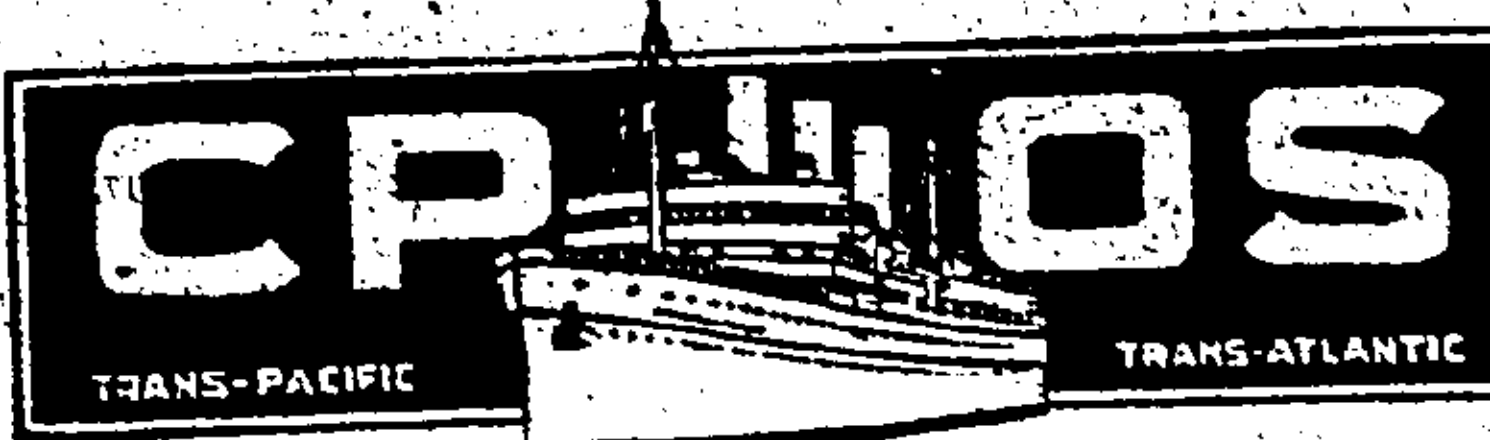
SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHANGHAI, HANKOW, PAKHOI & HAIPHONG. To-morrow, Sept. 15, at 9 a.m.

SHIPPING



HOME VIA CANADA.

Hongkong to England.

Via Shanghai, Nagasaki, (Moro) to Yokohama, Vancouver & Montreal.

PACIFIC STAMEN FROM HONGKONG TO VANCOUVER

E. Asia Sept. 15 Oct. 5 E. France Oct. 15 Oct. 25

E. Japan Sept. 30 Oct. 11 E. France Oct. 19 Oct. 25

E. Russia Oct. 13 Oct. 31 Victorian Nov. 11 Nov. 20

Monteagle Oct. 28 Nov. 19 E. Britain Nov. 26 Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 732. Cable Address GAGANPAC.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" Sept. 18th S.S. "CHINA" Nov. 3rd.

HONGKONG to SINGAPORE

S.S. "CHINA" Oct. 15th S.S. "NANKING" Nov. 23rd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TEL. HOUSE STREET, No. 1934.

ICE HOUSE STREET, TEL. FREIGHT DEPT. & AGENT, No. 2161.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to JAVA

Calling at Singapore, Batavia, Samarang

and Surabaya.

S.S. "NILE" October 6th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

3H.PP N8

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KHYBER"	9,100	18th Sept.	MARSHALLS, LONDON & A'warp.
"KHYBER"	9,100	14th Oct.	MARSHALLS, LONDON & A'warp.
"KARDINIA"	6,500	25th Oct.	MARSHALLS, LONDON & A'warp.
"KARMALA"	9,500	11th Nov.	MARSHALLS, LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TANDA"	7,100	18th Sept.	Calcutta, via Singapore Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	22nd Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	17th Oct.	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"KARDINIA"	6,500	28th Sept.	Japan via Shanghai.
"GREGORY APCAR"	5,000	28th Sept.	Shanghai and Japan.

SPECIAL STEAMER.

The P. & O. S.S. "EGYPT" is expected to leave Hongkong on or about the 18th January, 1922, taking passengers and cargo for MARSHALLS and LONDON sailing at Bombay.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by E.I.S.N. Company's steamers between Singapore and Calcutta via Singapore and Madras in lieu of the section of their P. & O. tickets Singapore to Colombo.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For further information, Passage Fares, Freight, etc., apply to—
MACKINNON, MACKENZIE & CO.
23, Des Voeux Road Central, HONGKONG. Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

Telephone No. 1118. 25, Wing Wo Street, Central.

N. Y. K.

NIIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA OR VANCOUVER via Shanghai
& Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU ... Thursday, 29th Sept. at 11 a.m.
SUWA MARU (Nagasaki direct) ... Saturday, 2nd Oct. at 11 a.m.
FUSHIMI MARU (Nagasaki direct) ... Saturday, 19th Nov. at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang
Colombo, Suez, Port Said & Marseilles.

KITANO MARU ... Friday, 18th Sept. at 5 p.m.
INABA MARU ... Friday, 20th Sept. at 11 a.m.

HAMBURG, LONDON & ROTTERDAM.
MITO MARU ... Middle of October.

LIVERPOOL, GLASGOW & Marseilles.
LISBON MARU ... Monday, 3rd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 20th Sept. at 11 a.m.
NIKKO MARU ... Tuesday, 18th Oct. at 11 a.m.

NEW YORK & CUBAN PORT via PANAMA.
DAKAR MARU ... Tuesday, 20th September.

SOUTH AMERICAN PORTS via Cape.
KANAGAWA MARU ... Monday, 19th September.

KAWACHI MARU ... Middle of November.

BOMBAY & COLOMBO via Singapore and Penang.
TAJSONO MARU ... Sunday, 25th Sept.

COLOMBO & RANGOON via Singapore & Penang.
NAGANO MARU ... Saturday, 24th Sept.

JAPAN PORTS—Nagasaki, Kobe, & Yokohama.
NIKKO MARU ... Friday, 16th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
IYO MARU ... Friday, 16th Sept. at 11 a.m.

MATSUBE MARU ... Saturday, 24th Sept.
SANO MARU ... Sunday, 25th Sept.

For further information apply to—
NIIPPON YUSEN KAISHA
K. H. KAMEI, Manager.

Telephone Nos. 292, 1

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

WAR IN ASIA MINOR.

LONDON, September 13th.
Latest reports from Anatolia indicate that the Greeks and the Turks have fought to a standstill. The Greeks are on the outskirts of Angora, but both armies need to be reorganised before further heavy fighting is possible.

CHARGE AGAINST "PATTY" ARBUCKLE.

SAN FRANCISCO, September 13th.
"Patty" Arbuckle has given the police his version of how Virginia Rappe, who was a beautiful girl, equally well-known in New York and the West, met her death. He says that she became hysterical after several drinks at a party, and began to tear off her clothes. The other guests tried to calm her by immersing her in a cold bath, but her condition worsened and she was removed to hospital, where she died.

On the other hand, the police and other statements differ widely. The doctor's autopsy shows that death was due to an internal injury, causing peritonitis. There were also external bruises. The exhibition of the Arbuckle films has been adversely affected.

UNEMPLOYED DISTURBANCES.
LONDON, September 13th.
Yesterday's disturbances in Liverpool centred round the Walker Art Gallery, which a crowd of some thousand suddenly attempted to rush the police guarding the Gallery, who were surprised and overwhelmed. There was a sturdy conflict on the steps leading to the building, in the course of which a couple of hundred demonstrators were admitted.

In the meanwhile, police reinforcements were hurried along. They drove back the main portion of the crowd and locked the Gallery doors, thereby trapping the invaders, who endeavoured to escape. A melee ensued, the police freely using batons. When they secured the upper hand, the doors were reopened. A hundred of the invaders were injured and 100 arrested. Several peaceful visitors fainted.

MASSAGE.

MR. HONDA and MRS. HONDA

14 years' experience.

No. 24, Wyndham Street.

(Opposite to the China Mail.)

THE WATER SUPPLY.

Level and Storage of water in reservoirs on the 1st August, 1921.

WATER AND RILL DISTRICT WATER WORKS

LEVEL.

1920 1921

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

DIAMOND P. 10 m. Above 10 m. Below overlow

NOTICES TO CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

HE Steamship.

"KOREA MARU"

From SAN FRANCISCO via HONO-
LULU, JAPAN PORTS
SHANGHAI & MANILA.

The above named steamer having
arrived on Monday, the 12th Sept.
1921, consignees of cargo are hereby
notified to present their Bills of Lading
for counter-signature, and take
immediate delivery from alongside
steamer or the Company's Godown,
where all cargo impeding immediate
discharge will be landed at consignees'
risk.

Storage will be assessed on cargo
remaining undelivered after Monday,
the 12th September.

All broken, chafed and damaged
packages will be landed into the Com-
pany's Godown, where same will be
examined on Tuesday, the 20th Sep-
tember, at 11 a.m.

No claims will be recognised after
goods have left the Steamer or Godown,
and none will be entertained if present-
ed later than three weeks after arrival
of steamer.

No fire insurance whatever will be
accepted.

Y. TSUTSUMI

Manager.

Hongkong, Sept. 12, 1921.

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

"KOREA MARU"

HONGKONG HOTEL COLD STORES

COMPRADORE DEPARTMENT.
(Telephone No. 483).

OPEN 7.30 A.M. TO 10 P.M.

FRESH CREAMERY BUTTER

"SHAMROCK" BRAND ... \$1.25 per lb.

CHEESE

McLAREN'S ... \$1.25 per lb.

FISH

CANADIAN SALMON ... 80 cts. per lb.

HADDOCK ... 50 cts. per lb.

KIPPERS ... 45 cts. per lb.

POULTRY

CANADIAN TURKEY ... \$1.50 per lb.

FRUITS

GRAPE FRUIT ... 30 cts. each.

ORANGE ... 15 cts. each.

APPLES ... 40 cts. per lb.

VEGETABLES

CANADIAN POTATOES08 cts. per lb.

THE ABOVE PRODUCE IS IMPORTED TO OUR ORDER AND STOCKED IN OUR OWN REFRIGERATORS.

TO-DAY'S CABLES.

(Retailer's Service to the China Mail.)

UNEMPLOYMENT PROBLEM ACUTE.

CABINET COMMITTEE MEETS.

LONDON, September 13.

An official report of the meeting Cabinet unemployment committee says that the committee reviewed the whole position with regard to unemployment and considered means to relieve the present distress and measures required to provide for the situation in the winter. The committee was informed that 1,527,000 wholly unemployed and 400,000 working on short time were registered at the employment exchanges on September 20. About 290,000 persons had exhausted their unemployment benefit right, but would be again entitled to draw benefit for a further sixteen weeks from November 2. This should materially relieve the position. The committee examined various proposals with regard to methods of giving financial assistance to local authorities in districts where unemployment was particularly severe who were prepared to undertake relief schemes upon genuine work of public utility.

\$10,000,000 OIL PIPE LINE.

MEXICAN GOVERNMENT'S CONCESSION TO LOS ANGELES FIRM.

Mexico City, September 13.

The Government has granted concession to Messrs. Clay and T. Yenby, of Los Angeles to construct an oil pipe line from Puerto Mexico to Salina Cruz. The line will follow the Tehuantepec railway at an estimated cost of \$10,000,000. It will be completed in ten years.

OVER \$5,000,000 MORE.

FRENCH EXCISES AND MONOPOLIES FOR AUGUST.

PARIS, September 13.

The proceeds of the excises and monopolies for August last exceed those for August of 1920 by over \$5,500,000.—Havas.

EXCHANGE VAGARIES.

SHARP FLUCTUATIONS ON PARIS BOURSE.

PARIS, September 13.

Sharp fluctuations in foreign exchanges were features of yesterday's Paris Bourse, sterling and the dollar rising strongly against the franc. According to company circles opinion, the movement is but the consequence of the situation arising from stocks being almost exhausted.—Havas.

FRENCH TRADE REVIVAL.

PARIS, September 13.

Manufacturers in view of the trade revival are now hastening to cover their needs abroad.

FRENCH TEXTILE TRADE DISPUTE.

GENERAL STRIKE THREAT PARTIALLY MATERIALISES.

PARIS, September 13.

In Northern France the textile trade dispute over the proposed wages reduction has culminated in the threat of a general strike, which, however, has only materialized partially. Adequate measures have been taken at once to maintain order. Complete order has prevailed hitherto.—Havas.

BERLIN STRIKE OVER.

BERLIN, September 13.

The electricians' strike has ended. [Owing to this strike the Berlin newspapers were unable to appear, trams were stopped, and the supply of electric light was suspended.]

SHIPPING.

AIRSHIPS V. STEAMSHIPS.

INTERESTING COMPARISON.

The following very interesting leading article appears in the current issue of *The Engineer*—

In pursuance of the policy announced in the House of Commons on the introduction of the Air Estimates, it was officially intimated that unless a firm offer to take over and operate the existing airships in the country for commercial purposes were received by August 1st the Air Ministry would discontinue all airship activities, and would hand the vessels, stations, and material to the Disposal Board. It may be recalled that the Government has offered to present, free of any charge, to a suitably constituted British commercial airship company the three airships R33, R36, and R80, the two ex-German airships L64 and L71, and the airship R37, on which, when nearly completed, work has been suspended. With the exception of the ex-German airships, these vessels are fitted with bow-mooring arrangements, while one of them—the R36—is fully equipped for the carriage of passengers. The Government is also prepared to make a free gift to the proposed company of all its spare engines and other airship material and stores, to assist the company with all available information, to lend it for a period any airship specialists required, and to lease or sell to it the Cardington and Pulham air bases as they now stand. This offer, involving, we believe, the gift of over one million pounds' worth of material, has been before the country for some months, and has, we know, been the subject of much discussion among people likely to be interested in the commercial operation of airships. That no one so far has shown any inclination to do anything more than discuss it is a clear indication that, in the opinion of those concerned, the commercial operation of airships is unlikely to yield sufficient return in the present state of the art, and in the prevailing conditions affecting transport services in general. Is that view justifiable, and, if so, on what particular point or points connected with the operation of an airship service can it be established?

Assuming—and it is a large assumption—that there is a public awaiting the advent of the commercial airship service, we may endeavour to obtain some guidance as to the commercial prospects of such a service by comparing the qualifications and performance of the existing passenger airship R36 with those of an ocean-going passenger steamship. It is not easy to select the particular marine vessel that may justly be compared with the airship. A steamship of the size and speed of the "Mauretania" is well known, under present conditions, to be uneconomical, and as a basis of comparison may be expected to show the airship in a too favourable light. On the whole, we are of opinion that a steamship of the size and speed of the "Mauretania" is probably the least exceptional standard that can be adopted. That vessel is certified for 1,995 passengers, and carries a crew numbering 513. Allowing her four weeks for the round voyage to America and back, and assuming that she runs all the year round and on each trip carries 100 per cent. of her capacity, she is capable of transporting 51,870 passengers per year. The airship R36 is fitted with accommodation for 50 passengers, and carries a crew of 28. With her speed of 65 miles an hour she ought to perform the round trip in seven days. Running with full capacity all the year round she should thus be capable of carrying 5,200 passengers per year. It, therefore, appears that so far as passenger-carrying capacity is concerned, ten airships of the R36 class are equivalent to one "Mauretania". The total horse-power of the engines of these ten airships would be 15,700; that of the main engines of the "Mauretania" is 21,000. The aggregate crews of the ten airships would be 280; the crew of the "Mauretania" is 513. In both these important respects, therefore, economy is distinctly on the side of the airship. This result, we feel, is surprising, for economy in any respect is not generally associated with aerial transport. Stated generally, it means that for the same total passenger-carrying capacity over a given period of time, the airship, on

the same average factor of passenger loading, is 25 per cent. more economical in power expenditure than the steamship, and 45 per cent. more economical in the matter of crew. This very favourable result must not, however, be accepted at its face value; it has to be tempered by the higher speed of a vessel the greater is the strain thrown upon it and its crew. It is not impracticable to run the "Mauretania" voyage after voyage at four-week intervals with the same crew. But in the case of the airship the time in port is reduced in proportion to the increased speed on the trip, and would be far too short to effect running repairs and to rest the crew. On the London-Paris air route, we believe, it is not found practicable or desirable to fly back the aeroplane leaving on a Monday before the following Friday, or even the Monday of the next week. The Transatlantic steamship service could be maintained at least for a time by means of one "Mauretania". The corresponding airship service could not, it is certain, be maintained for any time whatever by means of the ten airships indicated by our calculation. Four additional airships would absorb all the economy in the matter of power expenditure, but it may be doubted whether anything short of 100 per cent. reserve of craft and crew would be sufficient to meet the conditions. In the second place, the question of upkeep has to be considered. There are elements in this matter which it must be admitted are distinctly in favour of the airship. There is, for instance, the fact that the total airship carrying capacity need not be reduced, at any instant, for the purposes of drydocking by more than 10 per cent., whereas with the steamship service nothing less than the whole can be withdrawn. On the other hand, in the matter of engine upkeep, there can be no doubt on which side an overwhelming advantage lies. At present not more than 30 to 40 horse-power per cylinder can be developed in an aero-engine. The ten airships required to provide the equivalent of the passenger-carrying capacity of the "Mauretania" would thus have between them about 400 cylinders, at least 800 valves, 100 magnetos, and a corresponding multiplicity of fuel and water pumps, radiators, sparking plugs, &c. It must be admitted that by comparison the engines of the "Mauretania" are simplicity itself. Even today, in spite of the improvements that have been effected in the construction of aero-engines, the limit of running time between complete overhauls does not by much exceed 200 hours. Thus in the present state of development the engines of the airship service would require to be completely overhauled at the end of every second round trip. Actually, for the ten airships, the separate engine overhauls required would work out at the rate of about 1,300 per year. Another important item in the upkeep bill would be the replacement of the hydrogen lost on the voyage, an item against which we have nothing to put in the case of the steamship service. Taking the loss at as low a rate as 5 per cent. of the capacity per round trip, the annual replacement quantity required comes out at no less than 55 million cubic feet per year for the ten airships. There is thus indicated the provision of hydrogen generating plant capable of producing on the average 150,000 cubic feet per day.

Even from an outline analysis such as we have presented above features emerge which clearly suggest the need for the utmost caution before a definite opinion is formed as to the commercial prospects of the airships. Our analysis, we know, is very short of being complete, but so far as it goes it fails either to prove or disprove the case for such craft. Some will, no doubt, hold that the apparent economy of engine power and crew shown by the airship is of much more importance than the apparent lack of economy in upkeep. Others, probably, will heartily disagree with that view. For ourselves, we would urge that the question should be looked at as a whole, and apart from the free gift from the Government of the existing airships and material. Capital cost will have to be considered sooner or later if the service once established is to remain in force successfully. Then, too, we should consider the airship not solely as a passenger carrier, but also alternatively as a means of transporting goods. The question

of terminal charges should also be brought within the scope of the comparison. In these and other matters the advantage seems at times to be on the side of the airship and at times against it. At others it is next to impossible to form a sound judgment where it lies. Thus, in the matter of terminal charges, the several considerations rendered possible by the use of mooring masts seems to place the advantage with the airship. In the matter of the carriage of goods the reverse appears to be the case. Thus, even the "Mauretania"—a less commercially efficient vessel than the "Mauretania"—can carry 1,000 tons of goods, apart from her passengers' luggage. In the same proportion the R36 airship should carry nearly 30 tons of freight in addition to her passengers. Actually, when fully loaded with her fifty passengers, she cannot take anything beyond 24 tons of personal luggage. On the matter of capital cost we have no data to guide us, for all the airships so far constructed have been built more or less on an experimental basis. On a production basis we can only rely on estimates, and therefore introduce an additional element of uncertainty into our calculations. It may be added, however, that from inquiries we have made it would appear that in the matter of capital cost the balance of advantage would probably fall on the side of the airship service. Altogether, then, the commercial prospects of the airship are at present hard to determine, so hard, that we shall not be surprised if the allotted period goes past without the receipt by the Government of the offer it desires for its surplus airships and material.

SHIPPING BOARD'S POLICY.

FAIR TREATMENT OR RETALIATION.

Although as yet only partially revealed, the United States Shipping Board's policy to ensure fair treatment for American merchantmen is understood to rest on the proposition that other nations must give every proper opportunity to American ships, otherwise they run the risk of encountering the retaliatory measures which it is within the prerogative of the Board to impose under the new Shipping Act. There is every reason to believe that the American Government will stand fairly behind such a programme.

There is no disposition in Washington to regard the question of the transport of cotton from Alexandria as constituting a serious disagreement in itself, but there is a feeling that it will set a significant precedent.

GENERAL NOTES.

A Melbourne telegram says it is reported that Commonwealth steamers will inaugurate a fast four-weekly service to India and Suez about the end of the year.

The Blue Funnel steamer "Eumaeus," which called at Jeddah on her way to Singapore from Liverpool brought back 1,003 pilgrims. Nine deaths and two births are reported among them.

The ex-raider "Moewe" renamed the "Green Briar," which is now a Liverpool fruit trader trading to the West Indies has been in collision with and has sunk the Formby lightship "Planet." The crew were picked up.

The Singapore Master Attendant reports that the wreck of the "Portia" lies in five fathoms in lat. 6 deg. 57 min. 45 sec. N. long. 99 deg. 32 min. 30 sec. E. The spot is being marked by a white cylindrical buoy with wreck painted on it in black letters.

Another point in favour of oil fuel has been scored by the Canadian Pacific liner "Empress of Britain." This ship has accomplished the quickest voyage out and home ever made in the Canadian shipping trade by completing the trip from Liverpool to Quebec and back in fifteen days, including time allowed for disembarking and embarking passengers at Quebec. This remarkable performance was made possible by the absence of coaling operations.

A GOOD SUGGESTION.

TRY Chamberlain's Tablets, when bilious or constipated. You are certain to be much pleased with them. They are easy to take and pleasant in effect. For sale by all Chemists and Storekeepers.

DAIRY FARM NEWS.

BUTTER

Our "DAISY" BUTTER at \$1.35 per lb.

is the best imported butter from any part of the World. Its texture and keeping qualities cannot be excelled.

Our "DAIRYMAID" BUTTER at \$1.25 per lb.

is equivalent in quality to any other fresh butter sold by other Stores.

We deliver orders to any part of the Colony.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

"PHILIPS"



POINTS FOR HONGKONG.

THE PERIL TO FREE SPEECH.

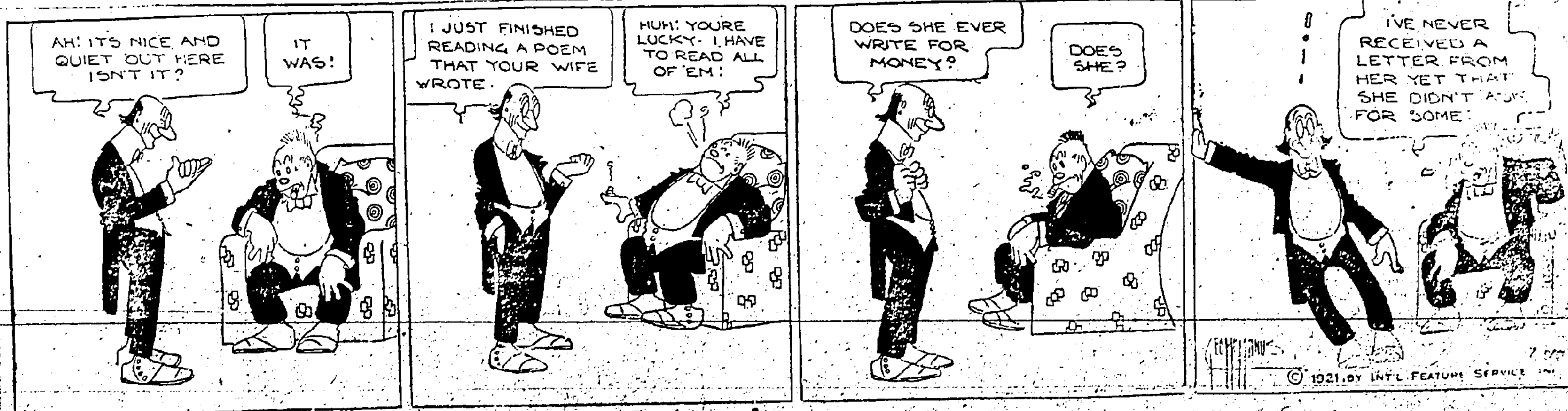
For some time past the police have been waging a regular campaign against the Communist party, thereby giving them the one kind of advertisement that may redeem them from insignificance. Recently the National Labour Press was prosecuted under the Emergency Powers Act of last year for appealing to the workers to repudiate their leaders and institute an unofficial strike in support of the miners. On the appeal to Quarter Sessions the Recorder pressed the point that the incriminated pamphlet called for action, and in delivering his considered judgment at an adjourned sitting of his Court the Recorder maintained this view in spite of counsel's very reasonable contention that the action contemplated is that of a strike. Now the right to "take part in a strike or person or persons to take part in a strike" is explicitly safeguarded in clause 2 (1) of the Act. The Act is indeed drawn on that very objectionable plan, which has become too common in modern legislation, of empowering the King in Council to make regulations under which its powers and penalties are to be applied. But it is expressly laid down that those regulations shall not make striking or peacefully persuading to strike an offence. We should have supposed to be the governing consideration in the particular case, but the Recorder thought otherwise and upheld the conviction accordingly.

The issue raised is, however, a larger one than the precise interpretation of the Emergency Powers Act. It must be taken, in conjunction with the campaign against the Communist propaganda, as evidence of the nature and value of the "liberty" of which we as a nation are accustomed to regard ourselves as in a special sense the champions. It is useless to disguise that the Communist prosecutions are essentially an attempt to put down opinion by force. The prosecution of the National Labour Press is an attempt to put down by force the advocacy of a course of action hitherto regarded as admittedly legal. Needless to say we hold no brief for the Communists, and no brief for unofficial strikes, or for any strikes that are not justified by a paramount necessity. But the principle of liberty, the struggle for which runs through all English history, does not consist in vindicating freedom of expression for the principles that we like. Its "acid test" is freedom for the advocacy of principles that we dislike. We all want to be free to express our own opinions. But if we believe in liberty we are not less concerned that our opponents should be free to express their, to us objectionable, perhaps abhorrent, opinions. The freedom of truth is also the freedom of error. Let no one suppose that this is mere waste and loss, for it is only through the ventilation of all shades of opinion, erroneous as many of them will be, that truth is tested and finally set upon a firm and rational basis. Most errors contain some truth. Communism, for one, testifies to an ideal which has appealed to enthusiasts since the days of the early Christians onwards, though it is an ideal which most of us believe to be inapplicable to the actual needs of society, and to leave out of account other ideals of no less significance. These faults in Communism come out with greatest clearness when it is calmly and rationally discussed. They are utterly obscured when its propaganda is met with the bludgeon. You do not prove a man wrong in argument by knocking him on the head or putting him on to a plank bed. What you suggest rather is that you are afraid of his arguments and feel yourself incapable of meeting them with a reasoned reply. English people have become so orderly that a million men are on strike for three months without a symptom of serious lawlessness. Why have they become orderly? Because three generations of growing freedom have taught them that English law is the basis of liberty. Reverse this lesson, teach them that there is a law which will not allow some unpleasant opinions to be ventilated, some advice which the authorities dread to be tendered or discussed, and you begin to shake their trust. Let law once take a side and the law-abiding spirit is killed.—*Manchester Guardian*.


TREATMENT FOR DYSENTERY.

CHAMBERLAIN'S Colic and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most stubborn cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Storekeepers.

BRINGING UP FATHER.



MENTHOLATUM
the BEST
REMEDY
FOR COLD IN THE HEAD WHEN
APPLIED IN THE NOSTRILS.
OBTAINABLE FROM
ALL CHEMISTS.



TO-DAY'S CABLES.

(Sender's Service to the China Mail.)

BRITISH NAVAL MEN IN HOLLAND.

QUEEN RECEIVES ADMIRAL AND HIS OFFICERS.

AMSTERDAM, September 13.

The visit of the British fleet is attracting the greatest interest. Speaking at a municipal banquet in their honour, the burgo-master dwelt on the historic ties binding Britain and Holland. Admiral Hodges, replying, hoped that the Dutch squadron would soon make a return visit to Britain.

THE HAGUE, September 13.

Queen Wilhelmina received Admiral Hodges and his officers at Helleo. The Prince Consort was present.

WAR IN MOROCCO.

SPANISH OFFENSIVE STARTS FROM MELILLA.

MADRID, September 13.

A Spanish offensive against the Rif has started from Melilla. The strictest censorship has been enforced. An official communiqué says that the Sukelarra position was brilliantly captured under the cover of the guns of the Spanish fleet, the enemy abandoning the camp and much material. There were no Spanish casualties.

FAMINE RELIEF CORN BILD UP.

URGENT REQUESTS TO MOSCOW FOR TRANSPORT UNANSWERED.

RIGA, September 13.

Eleven steamers with corn cargoes for the Russian famine-stricken districts are lying here, but Russia has only provided 200 trucks. Urgent requests to Moscow for additional means of transport have hitherto not been answered.

PROPOSED IRISH CONFERENCE.

SINN FEIN ENVOYS INTERVIEW PREMIER.

LONDON, September 13.

It is officially announced that the Sinn Fein envoys Messrs. McGrath and Boland interviewed Mr. Lloyd George this afternoon and discussed some points with reference to the proposed conference. They are returning to Dublin with Mr. Lloyd George's views for further consideration.

WAR IN ASIA MINOR.

GREEKS REPULSE STRONG TURKISH ATTACK.

ATHENS, September 13.

A communiqué dated September 10 states: The enemy attacked our centre and left with great strength but was repulsed.

THE BLIND TEST.



THE CONNOISSEUR'S
IDEAL CHOICE

OBTAINABLE EVERYWHERE

Sole Agents: H. RUTTONJEE & SON,
HONGKONG.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

	(Direct)	
"GLAUCUS"	23rd Sept.	London, Amsterdam & Antwerp
"ELFENOR"	27th Sept.	London, Rotterdam & Hamburg
"PYRRHUS"	11th Oct.	London, Amsterdam & Antwerp
"TITAN"	25th Oct.	London, Amsterdam & Antwerp
"RHESUS"	8th Nov.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

	(Direct or via Continental Ports)	
"THESEUS"	1st Oct.	Havre & Liverpool
"EUMAEUS"	7th Oct.	Genoa, Marseilles & Liverpool
"TELEMACHUS"	20th Oct.	Rotterdam & Liverpool
"ANTIOCHUS"	1st Nov.	Genoa, Marseilles & Liverpool

PACIFIC SERVICE

	(via Kobe and Yokohama)	
"TALTHYRUS"	14th Sept.	Victoria, Seattle and Vancouver
"TYNDAROS"	28th Oct.	
"PROTESILAUS"	2nd Nov.	

NEW YORK SERVICE

"KNIGHT TEMPLAR" 17th Sept. via Suez

PASSENGER SERVICE

"PYRRHUS"	11th Oct.	for Singapore & London
"MENTOR"	27th Oct.	for Shanghai, Kobe & Y. Ham.
"MENTOR"	15th Nov.	for Singapore & London

For Freight and Passage Rates and all Information Apply to—
BUTTERFIELD & SWIRE,
AGENTS.

POST OFFICE NOTICES.

Parcel Post Service to Posh and places beyond Nanning is temporarily suspended.

It is forbidden to send by post Opium, Morphine, Cocaine and other Narcotics except in insured parcels accompanied by a permit to export signed by the Superintendent of Imports and Exports.

The following regulations which have been made between the Post Offices of the United Kingdom and this Colony for the disposal of Undeliverable Parcels and which will be enforced on the 1st September 1921, are published for general information:

(a) The sender of a parcel may request at the time of posting that, if a parcel cannot be delivered as addressed it may be either (a) treated as abandoned, or (b) tendered for delivery at a second address in the country of destination. No other alternative is admissible. If the sender avails himself of this facility his request must be written on the parcel and must be in the following forms:—

If this parcel is undeliverable to the addressee, it should be—
(a) considered as abandoned
(b) tendered for delivery to—

(The alternative not required should be struck out.)
In the absence of a definite request for abandonment a parcel which is undeliverable at the original address, or at the alternative address (if one is tendered) will, at the expiration of 15 days from date of its receipt in the United Kingdom or 21 days in this Colony (except in the case of a "Post Restante" parcel) be returned to the sender without previous notification and at his expense. A parcel retained in the Colony a period of 3 months before being treated as undeliverable or abandoned. Such a parcel will be liable to demurrage charges as set down in para 170 of the Hongkong Postal Guide.

REGISTERED AND PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 8 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM		PER
Shanghai	WEDNESDAY, SEPTEMBER 14.	Kiukiang
Shanghai	THURSDAY, SEPTEMBER 15.	Suiyang
Shanghai	FRIDAY, SEPTEMBER 16.	Ito Maru
Shanghai	SATURDAY, SEPTEMBER 17.	Nikko Maru
Shanghai	SUNDAY, SEPTEMBER 18.	Kitano Maru
Shanghai	MONDAY, SEPTEMBER 19.	Szechuen
Shanghai	TUESDAY, SEPTEMBER 20.	Kangawa Maru
U.S.A., Japan and Shanghai	WEDNESDAY, SEPTEMBER 21.	Hawkeye State